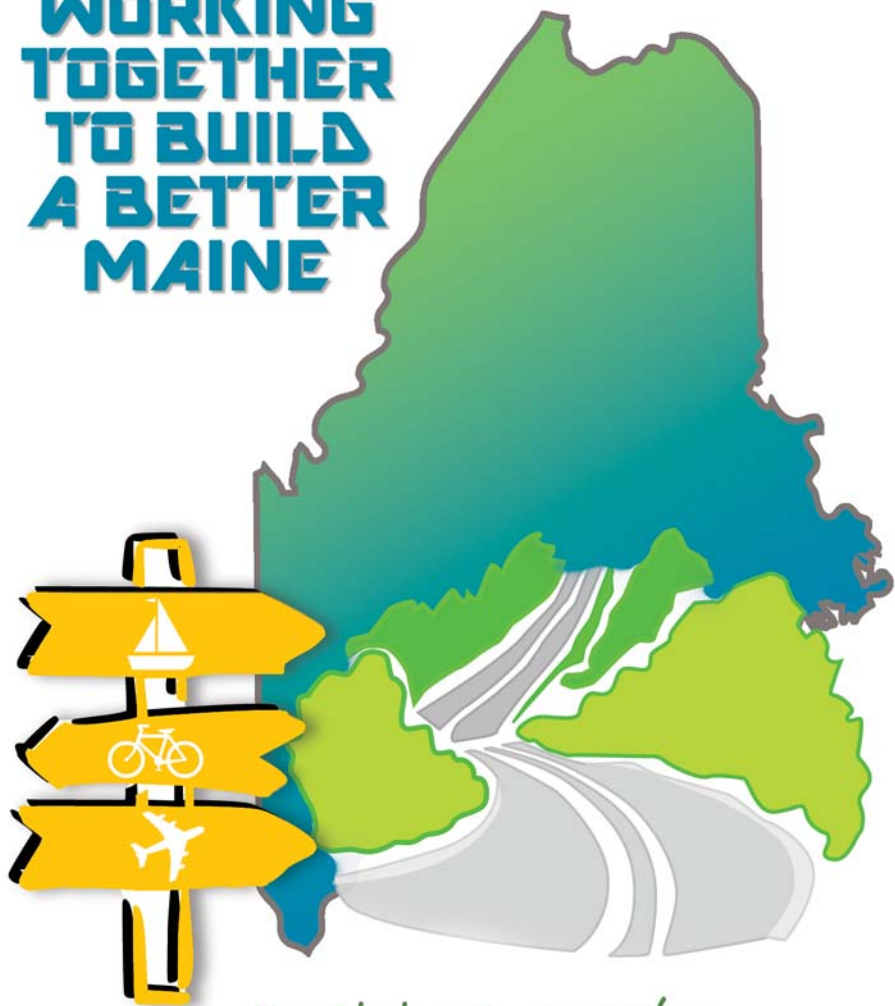


**WORKING
TOGETHER
TO BUILD
A BETTER
MAINE**



Participate In The
Maine Department of Transportation
Planning Process

Dear Maine Resident,

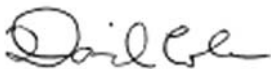
Transportation is at the heart of a community's vitality. Whether you're concerned about a major highway, bike path, rail service or trucks, transportation touches everyone.

The Maine Department of Transportation seeks input from the public when planning a new project. After all, everyone who uses Maine's transportation system is a customer. Who better to ask for input when planning changes or additions to its system?

This guide is designed to provide useful information to help you become involved in the planning process of the Maine DOT. Most Maine residents become involved with transportation when it impacts their home, work or family. Others have an ongoing interest in the system and want to be involved on a regular basis. Still others just want to know how to check on the progress of a particular project. Hopefully, this booklet explains the full array of opportunities for public involvement.

The Maine DOT invites you to participate in the planning process early and often. Together, we can build a safe, efficient and effective transportation system.

David A. Cole, Commissioner

A handwritten signature in black ink, appearing to read "D. Cole", written in a cursive style.

Department of Transportation

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Maine DOT Resource Allocation Policy

This policy establishes how Maine DOT invests its resources to advance its mission.

1. Meet system preservation needs.

Good management of a large transportation system requires a continuing investment in system preservation.

2. Invest in system modernization needs for all modes.

When system preservation needs have been addressed, Maine DOT will invest in the modernization of infrastructure.

3. Invest in transportation system management and travel demand management alternatives.

To the extent possible, the demand for transportation mobility must be addressed through actions that maximize the efficiency of our existing transportation infrastructure.

4. Invest in all modes of transportation.

Trains, buses, airplanes and ferries can be efficient, environmentally sensitive and cost-effective modal choices. Maine DOT will continue its efforts to provide a "seamless" interconnection between all modes, for both passengers and freight.

5. Target limited resources for new capacity to the highest priorities.

Funding for new capacity projects is extremely limited. Only those projects supporting state and regional transportation goals and strategies, and those that have demonstrated merit and strong public support will be considered.



PARTNERSHIPS

The Maine DOT works with more than 17 public organizations and groups on a regular basis to address transportation issues. Members of these groups may have background or training in transportation-related fields. Others represent the general public. Here is a brief overview of the groups with which we partner to ensure we hear a variety of viewpoints. Each of these partners seeks public input as a vital part of their process. Call them if you'd like to get involved.



Regional Transportation Advisory Committees (RTACs)

www.maine.gov/mdot/planning-process-programs/rtac-home.php

In 1991, the Sensible Transportation Policy Act (See pg. 14) broadened the regional opportunities for public involvement. Maine's 7 RTACs were created in response to this Maine law.

Role

RTACs are committed to bringing well reasoned public advice to the Maine DOT on a wide variety of issues including:

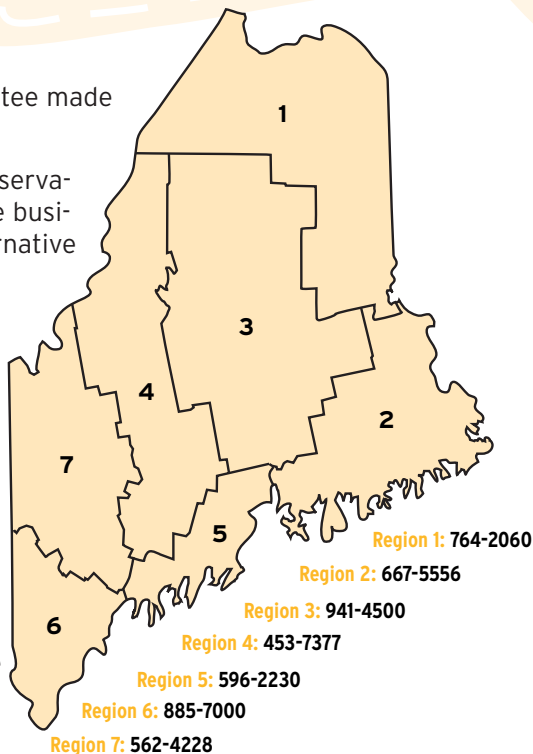
- evaluation of local and regional transportation deficiencies and needs;
- social, economic, land use and environmental concerns; and
- intermodal and multimodal transportation solutions.

Members

RTAC is a volunteer committee made up of:

- advocates for historic preservation, the environment, the business community and alternative modes of transportation;
- representatives of Maine DOT and other branches of State and municipal government; and
- members of the general public including those interested in elderly and handicap accessibility issues.

If you are interested in becoming a member, please attend a few meetings. We will provide you with an application which must be approved by the Commissioner of the Maine DOT. There are usually 16 to 21 members. Each member is asked to serve up to 3 years.



Meetings

Meetings are held within each region up to 8 times a year. Meeting notices are mailed to a diversity of people and organizations including the media and area Legislators. Call your regional contact (see map) to be added to the mailing list.

Twice a year, members of all 7 RTACs are invited to a state-wide meeting.



Projects

Each Region is responsible for developing a Regional Transportation Advisory Report. These reports are updated every 3 years. The Maine DOT considers these reports when developing its Long-Range Transportation Plan.

The Maine DOT produces other plans that are project focused. The RTACs help the Maine DOT prioritize projects including highway improvement projects and significant passenger and freight projects. The RTACs also provide input on significant bridge replacement, bridge rehabilitation and traffic projects.



Metropolitan Planning Organizations (MPOs)

www.maine.gov/mdot/planning-process-programs/mpo.php

MPOs are valuable opportunities for transportation, municipal or policy professionals to have a say in Maine DOT planning. MPOs are federally designated and serve urban areas with more than 50,000 people. MPOs are found in every state. Maine has 4 MPOs:

1. Bangor Area Comprehensive Transportation Study (BACTS);
2. Kittery Area Comprehensive Transportation Study (KACTS);
3. Androscoggin Transportation Resource Center (ATRC); and
4. Portland Area Comprehensive Transportation Study (PACTS).

Role

Within its urban area, the MPO is responsible for:

- long-range, comprehensive transportation plans;
- Transportation Improvement Programs (TIPs); and
- regional traffic data and information.

The information provided by the MPOs guide the Maine DOT in decision-making regarding capital improvement projects within that urban area.

Members

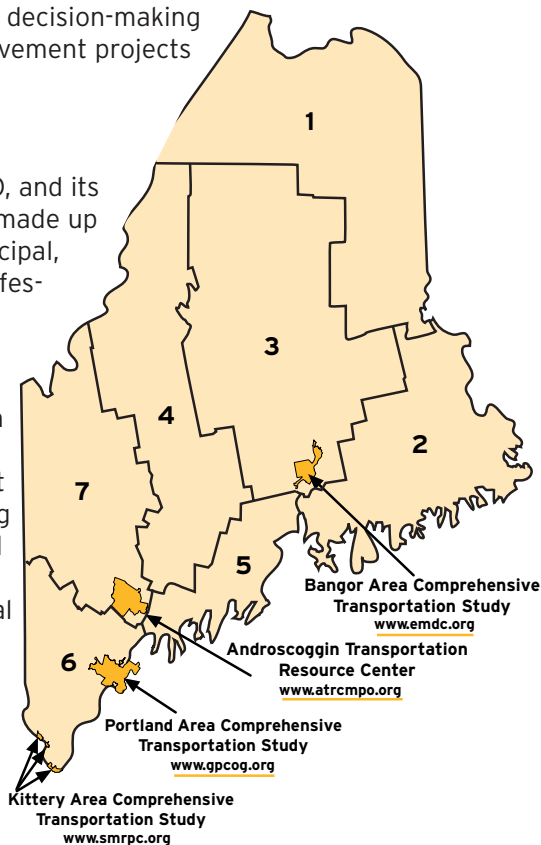
Membership in the MPO, and its various committees, is made up of transportation, municipal, planning and policy professionals.

Meetings

MPOs meet monthly. In addition, each MPO has special committees that meet regularly including a Policy Committee and a Technical Advisory Committee. The general public has the opportunity for input at public meetings on specific community projects.

Projects

MPOs develop long-range, multimodal transportation plans and Transportation Improvement Programs (TIPs) for their areas. These guide State and local decision makers in the development of the region's transportation system. The TIPs provide a prioritized list of transportation projects - in all transportation modes - submitted for federal, State and local funding.





Passenger Transportation Advisory Committee (PTAC)

1-207-624-3250

PTAC guides Maine DOT's Office of Passenger Transportation in the development and implementation of the strategic passenger transportation plan. The plan, called Explore Maine, supports an integrated and multi-modal transportation system that promotes tourism and car-free travel. PTAC usually meets twice a year or more if needed. Members include transportation providers, tourism professionals and representatives of nonprofit organizations. Meetings are open to the public.



Freight Transportation Advisory Committee (FTAC)

1-207-624-3560


FTAC usually meets twice a year or more if needed. Members include freight transportation professionals. Meetings are open to the public.



Maine State Ferry Service (MSFS) Advisory Committee and Casco Bay Island Transit District.

1-207-596-2202

MSFS Advisory Committee advises Maine DOT on rates, service, schedules, and other policy issues. Members include representatives of the six islands and the mainland communities served by the system. It meets every other month. Maine DOT also partici-



pates on the Casco Bay Island Transit District Board of Directors. Meetings are open to the public and interested individuals or groups may receive notices of meetings by contacting the Office of Passenger Transportation.



Maine Bicycle Council

1-207-624-3250

The Maine Bicycle Council includes bicyclists throughout the State, and representatives from Maine DOT, the Department of Conservation and the Bureau of Health. It advises State agencies on matters relating to bicycling, bicycle safety, bicycle safety education, bicycle access and other issues. The Maine Bicycle Council meets bi-monthly and meetings are open to the public. Meetings are advertised on the internet. To receive notices of meetings contact the Office of Passenger Transportation.



Maine Port Authority (MePA)

1-207-624-3564

www.maineports.com

The Maine Port Authority (MePA) is authorized to improve the global competitiveness of Maine businesses. It works to stimulate commerce by developing marine and rail facilities for the inter-modal movement of people and cargo. MePA's quarterly meetings are open to the public.



Northern New England Passenger Rail Authority (NNEPRA)

1-207-624-3250

www.thedowneaster.com

NNEPRA was formed to reinstate passenger rail service within and outside of Maine. This includes restoration of service between Maine and Boston. Other activities include promoting passenger rail, and education about safety along rail lines and at crossings.



Maine Turnpike Authority (MTA)

1-800-698-7747

www.maineturnpike.com

The Maine Turnpike Authority (MTA) was created to operate and maintain a toll express highway from Kittery to Augusta. Maine DOT and the MTA coordinate transportation planning and subsequent public involvement efforts including joint support of RTACs and coordination with the MPOs.



Maine Aeronautical Advisory Board (MAA)

1-207-624-3250

The Maine Aeronautical Advisory (MAA) Board was created in 1978 to advise Maine DOT on matters relating to aeronautics. The MAA Board also makes recommendations to improve the air transportation system.



Special Purpose Committees

In addition to standing advisory committees, Maine DOT works with a number of other transportation stakeholders. These groups may form in a number of ways and Maine DOT's relationship with them depends on each committee's mission and role. The following groups are examples of Special Purpose Committees.



Traveler Information Advisory Committee

1-207-624-3611

The Traveler Information Advisory Committee (TIAC) was created by the Legislature to advise Maine DOT on signage issues throughout Maine. It meets at least six times a year and meetings are open to the public.



Corridor Committees

Corridor Planning Committees are created in a variety of ways. Their contributions include showing regional support for infrastructure projects, recognizing the linkage between transportation and land use and working for effective land use planning that reflects the needs of the transportation system.



a. Project Prioritization Committees

Project Prioritization Committees make recommendations to Maine DOT on the priority of needed capital improvement projects along a highway corridor. The “Fix 26” Corridor Committee, the Downeast Route 1 Corridor Committee and the Route 9 Corridor Committee are among a number of committees established for this purpose. Committee members generally appoint their own leadership and manage their notification and input process. Maine DOT receives updates including member lists, meeting minutes and transportation priorities.

b. Scenic Byway Committees

1-207-624-3100

Scenic Byway Committees may be initiated through grass roots interests or by the Maine DOT. They plan for preserving intrinsic and scenic values along a highway corridor. Provided that the planning process conforms to Maine DOT established parameters, corridor improvements may be funded with available State and federal resources. Maine DOT provides interested members of the public a [Scenic Byway Corridor Planning Manual](#) that outlines the program.

c. Corridor Planning Advisory Committees (CPAC)

1-207-624-3300

CPACs are created by Maine DOT. Their mission includes linking transportation and land use decisions to assure that best traffic management practices are used along a travel corridor. Public involvement takes place through its members who are usually designated by communities and appointed by Maine DOT.



Other Partners

State and federal laws require Maine DOT to coordinate its planning process with a wide range of State and Federal agencies. Maine DOT works with and consults with the following agencies on a regular basis:

Federal

U. S. Bureau of Indian Affairs
U.S. Coast Guard
U.S. Department of Interior
Federal Aviation Administration
Federal Highway Administration
U.S. Fish and Wildlife Service
Federal Railroad Administration
Federal Transit Administration
General Services Administration
Interstate Bridge Authority
U.S. National Park Service
National Marine Fisheries Service
U. S. Environmental Protection Agency
U.S. Army Corps of Engineers

State

Department of Agriculture
Department of Marine Resources
Historic Preservation Commission
Department of Environmental Protection
State Planning Office
Department of Inland Fisheries and Wildlife
Department of Conservation
Department of Economic and Community Development

Other

Maine Municipal Association
Indian Tribal Governments
Maine Downtown Center
Regional Planning Commissions

Public Policies

Public Policies

The Maine Legislature

The Joint Standing Committee on Transportation (Transportation Committee) has jurisdiction over all transportation policies. The Transportation Committee, combined with the Joint Standing Committee on Appropriations and Fiscal Matters, has jurisdiction over all transportation related fiscal issues supported by the Highway Fund and the General Fund.

The Transportation Committee holds public hearings and work sessions on all transportation related bills. It reviews all Highway Fund budgets, including those of the Maine DOT, the Secretary of State and the Department of Public Safety. The Transportation Committee also reviews the toll-supported budget of the Maine Turnpike Authority. While the Transportation and Appropriations Committees are the primary legislative committees governing transportation matters, other key committees affecting transportation include the Joint Standing Committee on Taxation, which sets the level of fuel taxes, and the Joint Standing Committee on Natural Resources, which sets policy on environmental issues.

Maine DOT submits the Biennial Transportation Improvement Program (BTIP) to the Legislature in support of its budget request. The BTIP outlines all capital improvement projects Maine DOT expects to fund and estimates the Federal, State and local funding shares. Municipalities, County Commissioners for unorganized territories and Indian Tribal Governments are asked for transportation priorities as the Six-Year Transportation Improvement Plan and BTIP are developed. Stakeholders, including members of the public, are also invited to comment on transportation improvement priorities through the public involvement process for the Six-Year Plan. When the BTIP is submitted to the Legislature, it is posted on www.maine.gov/mdot. Notice of the BTIP's availability is published in newspapers. Maine DOT also makes a copy available at all Metropolitan Planning Organizations, Maine DOT Division Offices and depository libraries.



Sensible Transportation Policy Act

The Sensible Transportation Policy Act (STPA) was enacted through voter referendum in November 1991. The STPA created a planning process that provides public involvement opportunities and acknowledges the diverse transportation needs of Maine people including transportation efficiency, energy conservation, and the effects of transportation on the environment. Maine DOT's STPA rule is available at

<ftp://ftp.state.me.us/pub/sos/cec/rcn/apa/17/229/229c103.doc>.

Federal Requirements for Statewide Planning

The federal government establishes regulations which govern transportation planning including:

- mandated public involvement in the statewide transportation planning process;
- the Statewide Transportation Improvement Program; and
- requirements of the National Environmental Policy Act.


More information on Federal requirements in the statewide transportation planning is available at:

www.fhwa.dot.gov/****/hep10/state/index.html.

Title VI and Environmental Justice

Title VI of the 1964 Civil Rights Act and the 1994 Environmental Justice Executive Order mandate that every Federal agency identifies and addresses the effects of all programs, policies, and activities on "minority populations and low-income populations."

Further, Title VI and related statutes ensure that no person is



discriminated against based on race, color, national origin, age, sex, disability or religion.

The Maine DOT accomplishes this by involving potential stakeholders in developing transportation projects that fit harmoniously within their communities without sacrificing safety or mobility.

Effective transportation decision-making depends upon understanding and properly addressing the unique needs of diverse groups. The U.S. DOT is committed to this more comprehensive, inclusive approach. As a result, every transportation project nationwide considers the human environment.

The three fundamental environmental justice principles are:

- avoid, minimize, or mitigate disproportionately high and adverse health, environmental, social and economic effects on any particular population;
- ensure the full and fair participation by all potentially effected communities in the transportation decision-making process; and
- prevent the denial, reduction, or significant delay in the receipt of benefits.

More information on Environmental Justice is available at the Federal Highway Administration's Environmental Justice website - www.fhwa.dot.gov/environment/ejustice/facts/index.htm and www.fhwa.dot.gov/environment/ej2000.htm.

Detailed information concerning Maine DOT's policy may be obtained by contacting the Planning Bureau at 1-207-624-3300.



State Mandated Public Involvement

The STPA directs Maine DOT's planning, capital investment and project development decision-making by:

- promoting the coordinated and efficient use of all available and future modes of transportation;
- meeting diverse transportation needs including those of rural and urban populations and the unique mobility needs of people who are elderly and/or disabled;
- ensuring repair and necessary improvements of roads and bridges to provide a safe, efficient, and adequate transportation network;
- minimizing the harmful effects of transportation on public health, air and water quality, land use, and other natural resources;
- reducing the state's reliance on foreign oil and promoting reliance on energy efficient forms of transportation;
- ensuring consistency with the purposes, goals and policies of the Comprehensive Planning and Land Use Regulation Act; and
- incorporating a public participation process in which local governmental bodies and the public have timely notice and opportunity to identify and comment on transportation concern.



Integrated Transportation Decision-making (ITD)

The Maine DOT has developed a framework for integrating environmental and transportation decision-making. This framework integrates the decision-making processes of the State and Federal governments and includes planning, location, design, right-of-way, construction, maintenance and environmental operations.

The overall goals of the ITD process are to:

- express well-defined environmental policies and statements;
- protect the human and natural environment;
- establish an environmentally conscious Maine DOT with an institutionalized environmental ethic that directly influences daily decision-making;
- encourage broader use of collaboration and consensus building, both internally and externally, through stakeholder cooperation and participation;
- seek balanced transportation infrastructure development; and
- promote environmental accountability throughout Maine DOT.



Planning Process

Maine DOT incorporates public input and informs the public during different stages of project planning and development. Since the scope and potential impacts of transportation projects vary, Maine DOT uses multiple approaches.


Planning Documents

The Maine DOT develops a diversity of documents that list its priorities and plans. The public has many opportunities to comment on these reports as they are being drafted.

The Long-Range Transportation Plan (Long-range Plan) and The Six-Year Transportation Improvement Plan (Six-Year Plan) are Maine DOT's principal planning documents. They are supported by The State of the System Report which is a technical assessment of the condition, performance and needs of the transportation infrastructure. Other planning documents include:

- The Transportation Indicators Report;
- Explore Maine;
- The State Visitor Information Center Plan;
- The Maine Transit Needs Study;
- The Biennial Operations Plans;
- The Maine Aviation Systems Plan;
- The Integrated Freight Plan;
- The Heavy Haul Truck Network;
- The Commercial Vehicle Service Plan;
- The Clean Government Initiative Biennial Report; and
- The Final Report of the Task Force on Rail Transportation.

Maine DOT also supports the development of the Regional Transportation Advisory Committee's (RTAC) Regional Advisory Reports. These documents are created by the RTACs with Regional Planning Commission assistance. Each one includes information



about the RTAC region and prioritized policy advice for Maine DOT's long-term planning. Copies of the most recent RTAC reports are available at


www.maine.gov/mdot/planning/planningdiv/rars.htm.

The Long-Range Plan

The Long-Range Plan is a comprehensive multimodal transportation plan that sets goals, objectives and strategies for Maine DOT. Maine DOT updates the Long-Range Plan every three years to meet the State mandate of a long-range multimodal plan of at least 10 years and the Federal mandate of a long-range plan of at least 20 years. Maine DOT's Long-Range Plan evaluates and makes recommendations for long-term improvements to the following systems:

- current highway and bridge systems;
- public transit service;
- intercity and local passenger rail and bus service;
- bicycle lanes, paths and facilities;
- sidewalks, trails and other pedestrian facilities;
- seaports, airports including access to these facilities;
- freight rail service;
- transportation demand management;
- ridesharing and other multiple occupant vehicle programs;
- scenic, historic and natural resource connections with transportation systems; and
- current and emerging technological innovations relative to transportation.

Maine DOT solicits information on draft long-term transportation goals prior to drafting objectives and strategies. Once in draft



form, the Long-Range Plan is made available to the public by posting a notice in newspapers and by publishing the plan on www.maine.gov/mdot. A comment period of at least 45 days is established with instructions for commenting. Maine DOT also makes a copy of the draft available at all Metropolitan Planning Organizations, Maine DOT Division Offices and depository libraries. Maine DOT informs all known interested stakeholders, including municipalities, county governments, tribal governments, State and Federal agency partners and regional planning agencies.

Maine DOT holds at least one public meeting on the draft Long-Range Plan. Notices announcing the public meeting provide instructions for commenting on the draft. State rules specify that the draft plan be available for at least 20 working days prior to the public meeting. Federal law requires a 45 day comment period upon release of the draft of which no fewer than 15 days are after the public meeting.


Six-Year Transportation Improvement Plan

The Six-Year Plan is updated every two years and links the goal oriented Long-Range Plan to the project based Biennial Transportation Improvement Plan (BTIP). It prioritizes bridges and sections of sub-standard highway, which do

Linking Long-term Goals to Transportation Improvement Projects

The Six-Year Plan, created in 2000, links the policy based Long-Range Plan to the project based BTIP. The Six-Year Plan allows:

- earlier input into the project planning process;
- time for State agencies, business interests, utilities and communities to coordinate capital improvement projects with Maine DOT; and
- Maine DOT to effectively manage its financial and project development resources.



not meet modern design standards. (usually roads constructed pre-1950). Transportation initiatives and passenger and freight transportation projects that Maine DOT intends to fund over the next six year period are also included.


The RTACs advise Maine DOT about the prioritization process for the inclusion of sections or corridors of sub-standard highway into the Six-Year Plan. If a comprehensive ranking process is not included in a Six-Year Plan update, each RTAC is asked to indicate any significant transportation or land use changes which may have affected the previous ranking.

When Maine DOT begins updating the Six-Year Plan and developing the BTIP, it sends a project solicitation packet to stakeholders including all municipalities, county commissioners for unorganized territories and tribal government officials. Responding to this package is the most effective way for them to make Maine DOT aware of their transportation improvement needs. Maine DOT accepts project requests for at least 30 days after the solicitation is mailed.

Competitive Programs

As part of the development of the Six-Year Plan and BTIP, municipalities and non-profit groups may apply directly to partner with Maine DOT for projects ranging from pedestrian facilities and streetscape improvements to coastal municipal facilities such as piers, landings and boat ramps. Competitive programs include:

- Transportation Enhancement Program;
- Rural Road Initiative;
- Community Gateways Program;
- Small Harbor Improvement Program; and
- Surface Water Quality Protection Program.



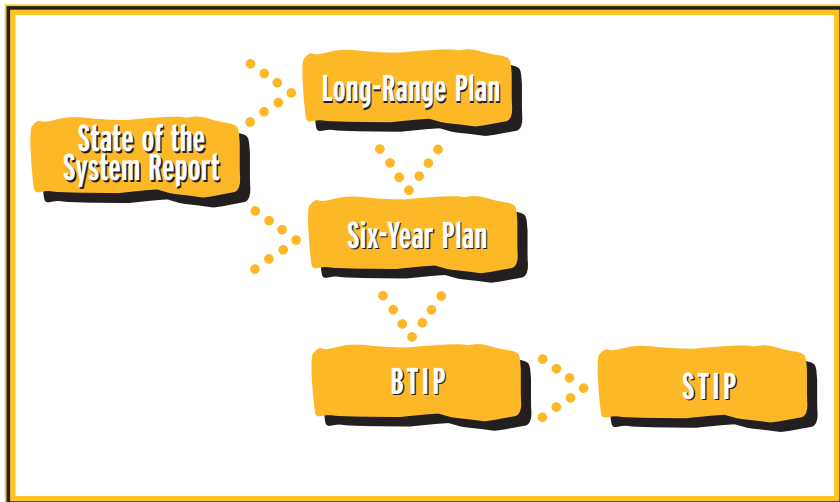
After packets are mailed, Maine DOT, through Regional Planning Agencies follows up with Municipal, County or Tribal government officials that have not responded to determine if they need help with the solicitation form. Other groups and individuals may comment about project priorities directly to municipalities.

Maine DOT develops a draft Six-Year Plan that is posted on www.maine.gov/mdot and made available to RTAC members. Maine DOT also makes a copy of the draft available at all Metropolitan Planning Organizations, Maine DOT Division Offices and depository libraries. Maine DOT issues press releases that explain the Six-Year Plan and indicate how individuals may respond. Maine DOT holds up to seven regional public meetings and accepts comments for at least 45 days from when the draft document is published. A synopsis of substantive public comments and Maine DOT's response is included in the final Six-Year Plan.

Statewide Transportation Improvement Program (STIP)

Once Maine DOT's budget is approved by the Legislature, Maine DOT outlines State and Federal transportation funding reflected in the federally mandated STIP. The STIP is a multi-year, multi-modal program of transportation projects consistent with all other transportation plans developed within the State. During the development of the STIP, factors such as anticipated federal revenue, project development resources, and the effects of program implementation on the State's air quality are considered.

Once the draft STIP is developed, notice of its availability is published in major newspapers, and it is posted at www.maine.gov/mdot. Maine DOT also makes a copy of the draft available at all Metropolitan Planning Organizations, Maine DOT Division Offices and depository libraries. Maine DOT accepts written comments on the STIP for at least 14 and up to 30 calendar days after the date of the notice.



Other Planning Documents

Maine DOT develops other special purpose plans as needed or when directed by the Legislature or Governor. For example, the proposed Visitor Information Center Plan was required by the Legislature and was developed in conjunction with the Department of Economic and Community Development and the Maine Tourism Association. If endorsed by the Legislature, Maine DOT will meet with local officials to determine support for projects and outline any project design considerations that are likely to impact project cost. As Maine DOT moves forward with additional Department-wide planning documents, Maine DOT will develop appropriate public involvement activities.



Planning Projects

Projects of Substantial Public Interest

When considering a project of substantial public interest, such as adding highway capacity, Maine DOT requires public support before funding a formal study. Maine DOT seeks a clear indication of support from each effected region's Legislative delegation and locally elected officials.

Once support is clearly established, Maine DOT usually begins a feasibility study. This study outlines a range of options in accordance with the National


Environmental Policy Act and the Sensible Transportation Policy Act. The Feasibility Study presents an alternative evaluation and environmental impact assessment. This includes options that provide the greatest benefit to the people of Maine at a reasonable cost and environmental

impact. Once an alternative analysis is complete, the recommendations from the study may become prioritized improvements for the Six-Year Plan and funded in the BTIP.

Customer Responsiveness and Continuous Improvement

Based on input from the RTACs, Maine DOT is developing a new process to better define scopes of work. Earlier project scoping is expected to lead to:

- earlier opportunity for public/municipal input;
- better coordination between state agencies, municipalities, utilities and businesses; and
- improved fiscal management and project development.



Public involvement processes for these studies may range from a project specific public advisory committee, to region-wide public meetings and workshops. At the beginning of each study for projects of substantial public interest, Maine DOT will propose a public involvement strategy to the effected RTAC(s) for their input. Many of these studies have dedicated internet sites that may be reached through www.state.me.us/mdot-stage/planning.


Enhanced Project Scoping

Enhanced Project Scoping is a new process intended to better define specific scopes of work as highway reconstruction projects move from the Six-Year Plan to the BTIP. Maine DOT will contact local officials and other potential stakeholders to determine support and outline project design considerations likely to impact cost. If this process successfully incorporates public input and leads to more efficient project development, Maine DOT anticipates expanding it to all projects. Prior to implementation, Maine DOT will provide the RTACs an overview to solicit input. Maine DOT's internet site provides information on active and planned projects.

Project Development Processes

Maine DOT holds at least two public meetings for each capital improvement project. For each public meeting, press releases and notices are sent to municipalities, local newspapers, abutters and other interested groups at least seven days to two weeks prior to the scheduled meeting. The press release and notice includes information on how a person may comment if they are unable to attend the public meeting.

Once a project is included in the BTIP, a preliminary public meeting is held to review information collected and to hear public comment. The project team takes the information collected at the initial meeting and refines the designs as necessary and practical.



Then, Maine DOT holds a second public meeting to discuss right of way cost estimates, utility conflicts, municipal funding coordination, major impacts, and to present the plans as developed to date. Depending upon the nature of the comments received through the public meeting, follow up meetings may be held with local officials to help determine final design direction.

General Outreach

The following items represent additional public information or outreach activities.

Newsletters

Maine DOT develops and mails newsletters on a wide range of topics. Newsletters are designed for policy makers, planners, engineers, public works officials, special interest groups and the general public.

Press Releases

Press releases inform the public about Maine DOT activities, programs, policies and initiatives. They also provide background information to editorial writers, reporters, assignment editors and others. Press releases are typically sent one to two weeks before an event or just after the launch of a new initiative.

Maine DOT Flash Facts

Maine DOT has launched a media campaign to promote driver safety. Flash is the character who, through brochures, TV and radio, encourages parents to be “road models” and provides useful tips on driver safety. More information on this program is available at: www.maine.gov/mdot/safety-programs/flash-facts.php or may be obtained by contacting the Bureau of Planning at 207-624-3300.





CONTEXT SENSITIVE SOLUTIONS

The Maine DOT uses “Context Sensitive Solutions” (CSS) as an approach to plan, design, construct, maintain, and operate its transportation system. These solutions use innovative and inclusive approaches that balance community, aesthetic, historic, and environmental values with transportation goals.

Community interaction and public involvement are integral to the successful implementation of CSS.

Informational Videos

Maine DOT has developed a series of informational videos such as “Explore Maine” and the “Integrated Freight Plan”. Copies of these videos may be obtained by contacting the Office of Freight Transportation at 1-207-624-3050 or the Office of Passenger Transportation at 1-207-624-3250.

Municipal Guide: Working with Maine DOT

The Maine DOT’s Municipal Guide encourages communication between municipal officials and Maine DOT by explaining Maine DOT’s organizational structure, programs and processes and where to address questions, concerns and/or applications. This guide may be obtained at www.maine.gov/mdot/planning/csd/muniguide.htm or by contacting the Bureau of Planning at 1-207-624-3300.



Division Office Customer Outreach

Maine DOT's Division Offices regularly survey municipalities to improve relationships and identify needs. Typical questions are related to customer satisfaction with maintenance activities and the working relationship between municipalities and regional maintenance camps.

Surveys/Focus Groups

Maine DOT's various bureaus and offices conduct surveys to measure customer satisfaction on a variety of transportation topics. Surveys are conducted periodically to enhance productivity and identify changing customer needs. The results of these surveys are instrumental in guiding Maine DOT efforts.

Workshops and Conferences

Maine DOT conducts and participates in various workshops and conferences across the State. These events allow communication with transportation stakeholders and are an important part of Maine DOT's public information and involvement efforts.

Maine DOT's internet site: www.maine.gov/mdot

The Maine DOT website is a tool for the public to learn and offer feedback on Maine DOT's long-term goals, its organizational structure and specific efforts to accomplish its mission.

Travel Information Service 511

Maine DOT's Travel Information Service 511 is part of a national effort to help commuters and travelers access information regarding weather-related road conditions, construction and congestion. 511 is available via the website or phone 24 hours a day, seven days a week. More information about 511 is available at www.511maine.org or by dialing 511.



Maine Department of Transportation

Bureau of Planning

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Augusta, Maine 04333-0016

1-800-380-7822